

The Illustrated War News.



OUR EVER-GROWING STRENGTH IN ARTILLERY: NEW BRITISH GUNS ON ARRIVAL IN FRANCE.

Photo. by Alhert.

THE GREAT WAR.

RUSSIA seems to have formed a settled habit of spoiling Germany's massed choruses of victory just at that thrilling moment when they are swelling to their highest and most ecstatic note. Last week Germany was in its full tide of joy. The German Emperor was sending an apparently inexhaustible stream of telegrams, the German Headquarters Staff was capturing Russians by the imaginative bushel, and Germany, certainly, was thrusting hard and straight at the Niemen line; Warsaw and all the promise of a new military Jerusalem made rosy the future of Teutonic arms. Then, like the hymn *motif* in that wild and quickening battle-symphony, "1812," the bizarre notes of Russian power and ability to win began to grow. Though the advancing Germans were flinging their corps against the whole of the Niemen line from Grodno to Przasnysz, it was at the latter point that the greater strength and numbers were concentrated. By the end of last week it was becoming apparent that Germany was not winning the victory here she was so loudly proclaiming, and that the accumulating forces of Russia were making her position dangerous. Germany had packed an army of about two full corps in the area, for Przasnysz stands on a ganglion of roads, and it overawes the railroad

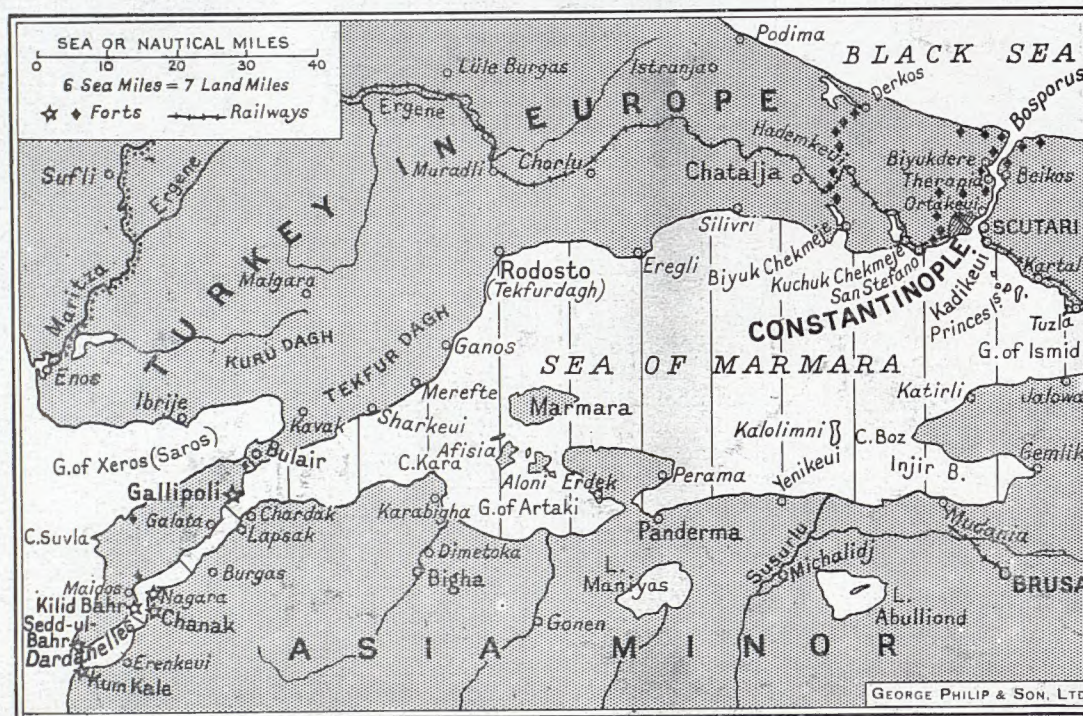
to Warsaw. Germany, certainly, was bent on making a point in her advance at this spot.

Russia, however, was equally determined she should not, and a battle of extraordinary ferocity raged not only about the town, but through its very streets. After being twice lost and twice recaptured by Russian bayonets, the fierceness of the Slav assault gained the day, and the two

German corps were emulating the retreat of the Russian Tenth Army, and falling back to their own frontier as rapidly as the snow-covered ground and the mud-drowned roads would let them. The Russians advanced after them rapidly, and seized village after village in a string of stinging little battles. Indeed, so decisive was the success that not even a German *communiqué* could find terms to describe the affair as a strategic retirement. This action, no doubt, had its reflex at other points of the line. At Grodno, where the Germans had pierced to their most considerable distance into Russia, the enemy was first held, and, though one of the best German corps, the Twenty-First, was in action, and though the enemy had been reinforced, the Russians

assumed the ascendancy, and began to drive the Germans back. The enemy, without doubt, felt the strain of having to fight away from his railways; and it is certain that from this cause he lacked the necessary ammunition. During the week this sweeping Russian movement was

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WHERE THE ALLIED FLEETS ARE MENACING THE HEART OF THE TURKISH EMPIRE: THE SCENE OF THE NAVAL ADVANCE THROUGH THE DARDANELLES TO CONSTANTINOPLE AND THE BOSPORUS (WITH VERTICAL LINES MARKING DISTANCES OF TEN MILES).



THE SPIRIT OF FRANCE: A WOUNDED GENERAL ON ACTIVE SERVICE.

General Gouraud, of the French Army, was wounded recently by a bullet in the left shoulder, obliging him to carry his left arm in a sling, but he refused to quit his post at the front. He has been described as "a father to his men," by whom he is greatly beloved. With him are two of his officers who have been decorated for their services on his recommendation.



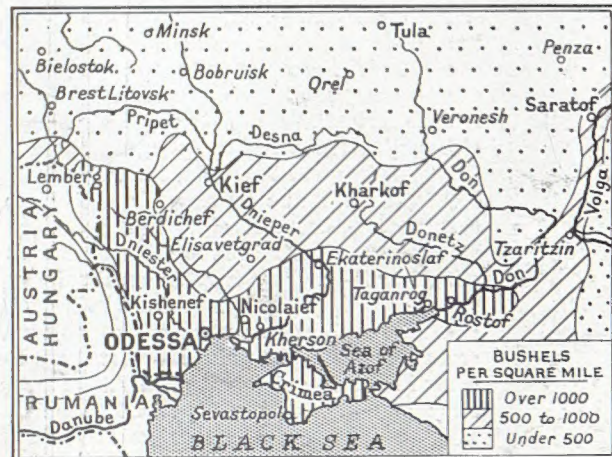
THE SPIRIT OF FRANCE: THE SALUTE TO THE WOUNDED.

The people of France are eager to acknowledge, by respectful salutes to the wounded who are seen in the public streets, their appreciation of the heroism of their Army. Here we see a young French soldier, on the arm of his mother, receiving the homage of the bystanders, which they feel is due to a man who has fought for his country.—[Drawing by Lucien Jonas.]

developed. From the retreating force on the Przasnysz line something like 10,000 captures were reported, and before Grodno officers and men and machine-guns were taken wholesale. Only before Osowiec do the Germans seem to hold any of the ground they have won, and this with

no great show of tenacity, and certainly without any tactical or strategic hopes in view.

Then, as if victory here on this flank was not enough, these phoenix-like and surprising Russians gained two other—two even more smashing—victories on the other extremity of their huge line. In the Carpathians the Austrians launched the most furious



THE WHEAT DISTRICTS WHOSE EXPORTS WOULD BE RELEASED BY FORCING THE DARDANELLES AND BOSPORUS: SOUTH RUSSIA AND THE CRIMEA—SHOWING THE PRODUCTIVITY OF DIFFERENT AREAS.

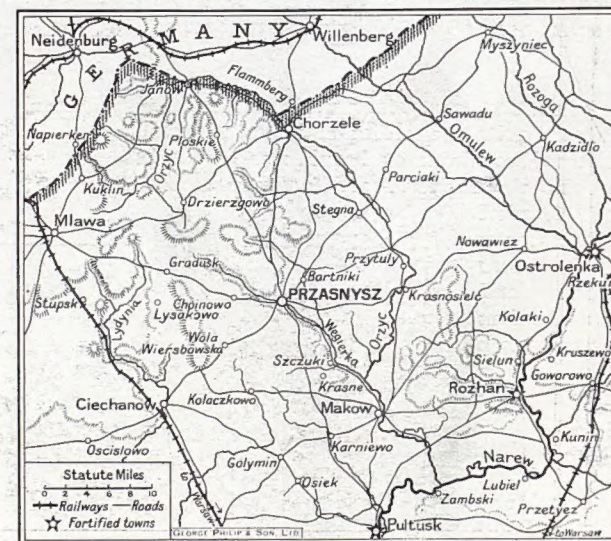
of offensives on a front of forty miles between the Ondawa and the San; at Tworilne this attack was thrust in mass at the Russian trenches, to meet its inevitable recompense at the muzzle of the Russian rifles—that is, it was driven back with appalling losses. In the centre, in the Rabba-Radzeiow area, south of Przemyśl—which was, no doubt, the reason and meaning of this ferocious output of assault—an amazing attack was pushed through the passes and up the slopes of the mountains against obdurate Russian lines. The Russian reports speak of the hideous nature of the carnage: whole units were annihilated, and entire slopes were carpeted with Austrian dead. This movement also failed, and six savage attacks delivered under cover of the night on the positions north of Stropke were also decimated by rifle and machine-gun fire, and finished with a terrible rush of bayonets. The Austrians lost at least 1000 prisoners here, but their loss in slain must have been appalling. At the same time, the fighting which had begun with the check of the

Austro-German force near Stanislaw, in the Bukovina, last week built up until it had reached all the proportions of a definite rout. The enemy seem to have turned and tried to hold on at the passages of the River Lomnica (west of Stanislaw), but to have been quite unable to hold the Russian advance at this point. Our Allies fought their way across the river and drove the Austrians headlong before them, and with such fury and decision that 64 officers, about 9000 men, and a number of guns were taken. Austria, again finding history repeating itself, endeavoured to extricate its force, but not very successfully, and they are being driven steadily out of Bukovina in a series of wasting and entirely unsuccessful rearguard actions. This is probably the exceedingly costly end of what was mainly a political episode, for it is perfectly obvious that it was more to intimidate Roumania than for any strategic reason that Austro-German

forces made the Bukovina province their battle-ground. The strategic influences were nil, and the political aspect will, no doubt, prove more dangerous than the experiment warranted. Roumania, with the spectacle of a crushed and flying Austria on her own border-line, will have less reason to fear the might of the Dual Empire and its ally than ever.

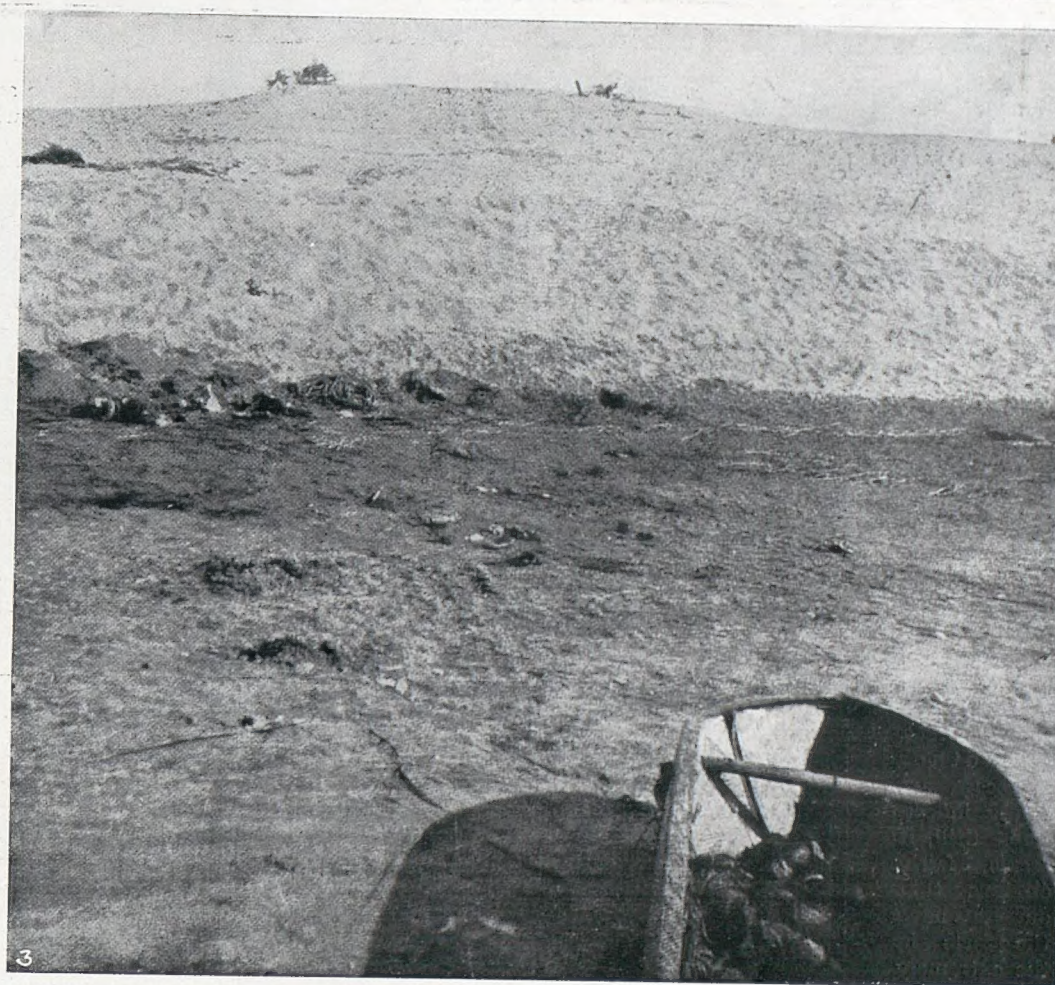
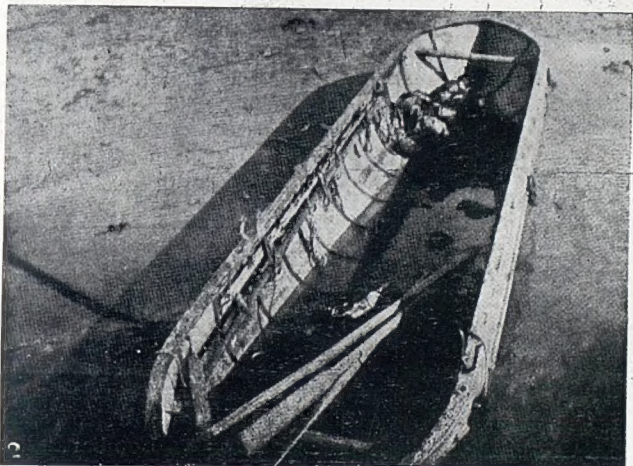
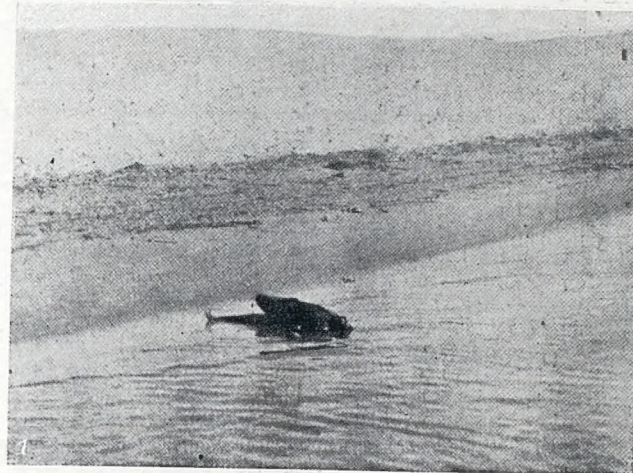
The brethren of Germany, indeed, are

having no modern Eden at this moment. Little Brother Turk has had his death-knell—as far as Europe is concerned—ringing in his ears for the past week, and a frightening and unpleasant sound it must be. The



THE SCENE OF THE GREAT RUSSIAN VICTORY IN NORTH POLAND: RECAPTURED PRZASNYSZ (WHICH HAS CHANGED HANDS TWELVE TIMES DURING THE WAR) AND THE BATTLE-FIELD BETWEEN WILLEMBERG AND MLAWA.

[Continued overleaf.]



PART OF THE PRICE PAID BY TURKEY FOR GERMANY'S FRIENDSHIP: DEAD TURKS ON THE BANKS OF THE SUEZ CANAL.

The Turks paid a heavy price for the German alliance in their disastrous attack on the Suez Canal in the dark hours before the dawn of February 3. An official *communiqué* issued at Cairo said: "The enemy left on the field more than 400 killed, and 600 prisoners were taken; but they removed most of their wounded. Allowing five wounded for each man killed, this would give a probable total of at

least 2400 casualties, exclusive of the prisoners taken. Among the dead at Toussoum was a German officer." Our photographs show: (1) A Turkish soldier killed while entering the Canal to swim across; (2) One of the metal pontoons of German make, with six dead Turkish soldiers in it; (3) Turkish corpses on the Canal bank at Toussoum.—[Reproduced from *L'Illustration*," by Courtesy of that Paper.]

advance up the Dardanelles continues with a cold, methodical, implacable purpose. One is struck by the workmanlike determination of the business at once. Each section of the Straits and their "impregnable" forts has been quartered, and the resistance systematically reduced to impotence. The French fleet seems to be doing excellent and valuable service in conjunction with the good work of our ships: the attack on the Bulair Lines, and the shattering of the Kavak bridge—practically the only usable road between the forts of the peninsula and the mainland—was an admirable stroke of business; and it is interesting to notice that the system of shell attack practised by the Japanese at Port Arthur—that is, the system of sending a plunging fire over the land on to the forts on the European side of the Straits—is being employed with some success. A definite opinion of the advance cannot so far be given, for the *communiqués* are obscure, and the footnotes sent in from Greek and other sources are wildly indecisive. Still, it seems fairly obvious that our ships have the forts in the extremely strong Narrows within range of gun-fire, and that these are being reduced with the minimum of danger to ourselves. The

Narrows have an uncomfortable current that makes navigation under the circumstances uneasy, and they might also be used for floating mines down upon the war-ships. Still, the plan is being developed so carefully that, while the success of the undertaking is practically assured, the maximum immunity for ships and men seems assured also.

Together with the sedate naval splendours of the Dardanelles there have been other brisk happenings round and about the Straits. Troops and batteries of the Turks have been irritatingly active near Adramyti, on the gulf of that name, and the *Sapphire* steamed hither to knock some common-sense into them with the fine corrective of great shells. The lesson was eminently effectual: a battery of field-guns was destroyed, military posts were battered into rubble, and the military station at Tuzburna was reduced to a wise silence. In the meantime, Vice-Admiral Sir Richard

Peirse, Commander-in-Chief of the East Indies, arrived with a squadron of battle-ships and cruisers off Smyrna, and a comfortable and methodical bombardment was carried out against Fort Yenikale. There were two heavy explosions, apparently of magazines, in the interior of



'THE NAVVIES' M.P.' AS CAPTAIN IN THE "NAVVIES" BATTALION: CAPTAIN JOHN WARD, M.P. (THIRD FROM LEFT) AND BROTHER OFFICERS.



A FORCE VERY VALUABLE IN THE "DIGGERS' WAR": MEN OF THE "NAVVIES" BATTALION AT ALEXANDRA PARK. Mr. John Ward, the well-known Labour Member (for Stoke-on-Trent), and popularly known as "the Navvies' M.P.," is now a Captain in the "Navvies" Battalion, whose official name is the Public Works Pioneer Battalion, 18th Middlesex. Their headquarters are at Alexandra Park Racecourse. Captain Ward served in the Soudan Campaign of 1885. "This is a diggers' war," he said recently. "Naturally, we are gratified by this official recognition of the skill required in navvies' work."—[Photos. by Thomson.]

[Continued overleaf.]



THE GREEK "BISMARCK": M. VENEZELOS; AND THE KING OF GREECE.
M. Venezelos, the Greek Premier, who has had a "difference" with King Constantine and has resigned office, over, as it is stated, the question of renouncing neutrality and participating in the operations in the Dardanelles, has been called the Bismarck of modern Hellas, dominating Greek politics. He is credited with strongly favouring the side of the Allied Powers.—[Photo. by Stanley.]



THE BOMBARDER OF SMYRNA: VICE-ADMIRAL SIR R. PEIRSE, K.C.B.
Vice-Admiral Sir Richard Peirse, whose arrival in the Mediterranean at the head of the East Indies Squadron was announced by the bombardment of Smyrna, has held the command in the East Indies since the end of 1912. On him rested the responsibility for shepherding the Indian troops for the first half of their way, and the Australians and New Zealanders to Egypt.—[Photo. by Maul and Fox.]

the fort, and thirty-two hits were registered and considerable damage done by them. Thus in the east events march well with us on the sea, and in home waters naval affairs wear a somewhat similar rosy aspect. After a flourish of paper and the sinking of a few inconsiderable vessels the Great Blockade suddenly stopped. For practically two weeks there has come no report of ship sunk by submarine attack—either from Berlin or London. Theories of explanation are things difficult to make without sure knowledge: the vessels might have returned to their bases to refit—though it

is unlikely that ingoing craft would not be replaced by fresh units in their scouting area, so that the blockade would be unceasing—or, on the other hand, the widely advertised attack might have been met by carefully prepared reprisals, and the cessation of raidings may have arisen from the fact that the submarines have been enjoying a thoroughly bad time. Apart from theory, however, we have certainly two, if not more, submarines fully and finally accounted for. The *Thordis*, a small steam-vessel of but 501 tons, after evading a torpedo attack, was able to come about and run down a submarine off Beachy Head on Sunday last; and on Thursday the German submarine *U 8* was caught by a British destroyer flotilla off Dover and sunk, though her crew was

saved. These are the certainties; to these must be added the possibility that the steamer *Alston* may be able to support her claim she has made against the *Thordis*—that is, that she was the first merchant-vessel to sink an enemy's submarine. The *Alston* declares by wireless that she sank such a vessel off the South Coast on Saturday last. The *Alston* is outward bound to a foreign port, so we must wait for details. A final possible is contained in the story issued officially from the French Marine Ministry that a French light-cruiser fired upon a German submersible of the *U 2* class. Three shots are said to have struck the vessel before she dived and disappeared.

In the west, deliberate and painstaking work has been done both in the Champagne and in the Argonne, and so much ground has been gained that the French Staff have seen wise to declare that "at a given point and at a given hour we are free to do what we will." Something of the enemy's anxiety can be gauged by the appearance of their Guards battalions on the Perthes front, and by their desperate attempts with these crack troops (and in spite of heavy losses) to check and countermove the French—all unavailing. Our own troops are doing well, if quietly, and making gains at both Ypres and La Bassée. At the former place a party of Canadians—the Princess Patricia's Light Infantry—distinguished themselves by capturing a German trench with great dash and killing the occupants.

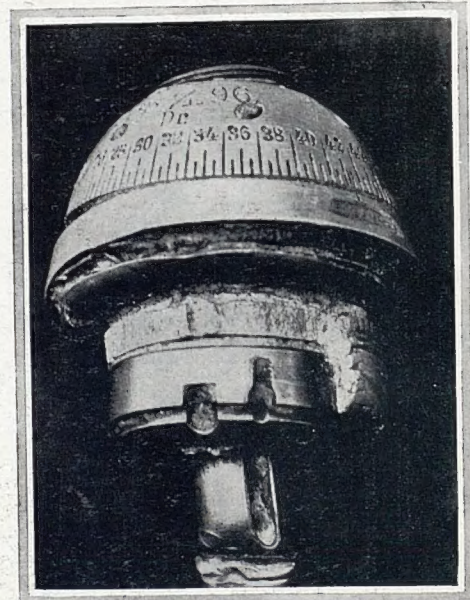
LONDON: MARCH 8, 1915.

W. DOUGLAS NEWTON



A WOUNDED OFFICER M.P. WHO ATTENDED IN THE HOUSE OF COMMONS: CAPTAIN DUNCAN CAMPBELL, D.S.O.

Among the M.P.s who attended the House of Commons in khaki during the Session now closing, a notable figure was Captain Duncan Campbell, D.S.O., of the Black Watch, Member for North Ayrshire. He has returned invalided from the front with five very severe wounds in the arm and wrist from shrapnel. Captain Campbell won the D.S.O. in South Africa.—[Photo. Central Press.]



GIVING ITS OWN SIDE AWAY—A GERMAN TIME-FUSE FROM AN EXPLODED SHELL.

The photograph shows a time-fuse from a German shrapnel-shell which burst over the British lines. The fuse came down amidst the shrapnel-bullets, and, glancing from a tree, hit the trooper of the Scots Greys who brought it to England. By examining the range marked on the fuse by the German fuse-setter for the shell to burst at, the direction whence it had come being known, it was made possible to locate the enemy's battery at once, and effectively counter the German fire. It is always valuable to pick up and examine such time-fuses.



"THE SACRIFICE WHICH ALL SONS OF FRANCE ARE MAKING": A FRENCH CAVALRYMAN ON OUTPOST DUTY NEAR SOLDIERS' GRAVES.

This fine photograph seems to typify the present national spirit of France. As the French Premier, M. Viviani, said in a recent stirring speech appealing to the patriotism of politicians to refrain from controversies: "You are not making this sacrifice to the members of the Government; we all of us owe it to our country, which is in the right in demanding it. It is, moreover, far lighter than the

sacrifice which all the sons of France are making, every day and every hour are making, on the confused frontier-line and in the mud of the trenches. Let us turn towards those who each day—to-day more than yesterday—give us the certainty of success. Let us turn towards those who daily accomplish their duty, offering themselves to heroic sacrifices."—[Photo. by Illustrations Bureau.]



A BRITISH AIR-SHIP ON DUTY IN THE WAR: ESCORTING A BRITISH STEAMER.

Not much has come out as to the doings of our air-ships, beyond the fact that certain of them are on duty near the coast. One, said a newspaper-paragraph the other day, was seen near Brighton. Our photograph shows one use for them. Further, looking down on the sea from an air-ship it is possible to detect submarines lurking at some depth below the surface.—[Photo. by Illustrations Bureau.]



WITH A DOOR TAKEN FROM A COTTAGE: A FRENCH DUG-OUT.

The French soldier has at all times been recognised as peculiarly adept* in adapting himself to circumstances, and among the cleverest in making himself comfortable. His "dug-outs" in the trenches, where the men rest off duty or shelter during German shellings, have been described as models, with windows and doors commanded from wrecked cottages near by.—[Photo. by Illustrations Bureau.]



WITH RIFLE CLOSE TO HAND: AN ARMY SERVICE CORPS MOTOR-MAN REPAIRING A BREAKDOWN ON THE ROAD.

The motor-men of the Army Service Corps, both the permanent staff drivers and the men taken on as drivers for the war, have deserved as well of the country as the active combatants in the firing-line. Not a few of them have had personal encounters with the enemy, as published letters from the seat of war have told. Their journeyings, sometimes carrying war-stores to places where fighting is in progress,

often bring them under fire; and stories are told of several gallant acts by drivers in saving their vehicles from German cavalry met on the road while on raiding expeditions. All carry rifles. The detail of the man shown in our illustration keeping his weapon ready to hand while repairing a breakdown on the road is significant.—[Photo. by G.N.]

HOW IT WORKS: VIII.—THE PRISMATIC COMPASS.

THE prismatic compass is so called from the prism fitted on the case at the opposite side to the hinge. By means of this prism an observer is enabled to read the figures on the dial when taking a bearing.

The "Service pattern" has a dial of mother-of-pearl, the centre being coated with luminous paint for night work. The N. point is marked with a large diamond-shaped figure, and the S. a line, E. and W. being shown in black letters. The dial is graduated with two sets of figures—to 360 degrees—the inner set, for ordinary direct use, divided to 5 degrees; and the outer, for use with the prism (and reversed, for the prism



FIG. 1.—THE PRISMATIC COMPASS (MARK VI.) SHOWN IN ANOTHER POSITION.

inverts the image), divided every degree. A glance at Fig. 1 will show this dial mounted in its case. It will be noted the lid has a large glass

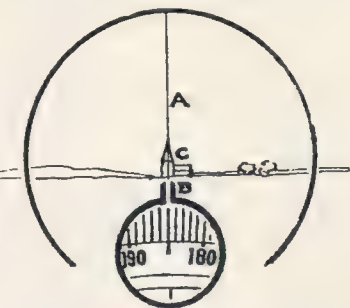
window having a sighting-line engraved across its surface. There are two small holes in the edge of the brass rim of this window, so that, should the glass be broken, a horse-hair can be run between them and an extemporised sight-vane be utilised. Opposite the hinge of the lid a triangular box containing the right-angle prism is fitted for reading the dial. Over the dial a glass is placed in a revolving bezel. On the glass is painted a black "index" line corresponding with an engraved line on the bezel working over a graduated scale on the outer surface of box. By this line and scale a bearing can be "registered" for night marching operations.

In taking a bearing, the compass is held steadily, raised to the eye, keeping it quite level, and the front sight (*A* in small diagram on opposite page—line on glass) and back sight (*B*—slit on the prism box) are aligned on to the objective (*C*). The division seen in the prism cut by the hair line (*A*) will be the bearing required.

The bearing can now be registered by turning the milled edge bezel until the black index line on glass is over the N. point of dial. The division on the top scale of outside of box which coincides with line is the bearing. At the same time, the direction is indicated by the compass letters on the bottom scale. The bezel is then clamped. On any subsequent occasion, day or night, the same direction can be found by turning the cover back flat (as in Fig. 2), holding the compass in front of you until the N. point on dial coincides with index line. The sighting-line on glass and luminous patches in cover point to the objective.

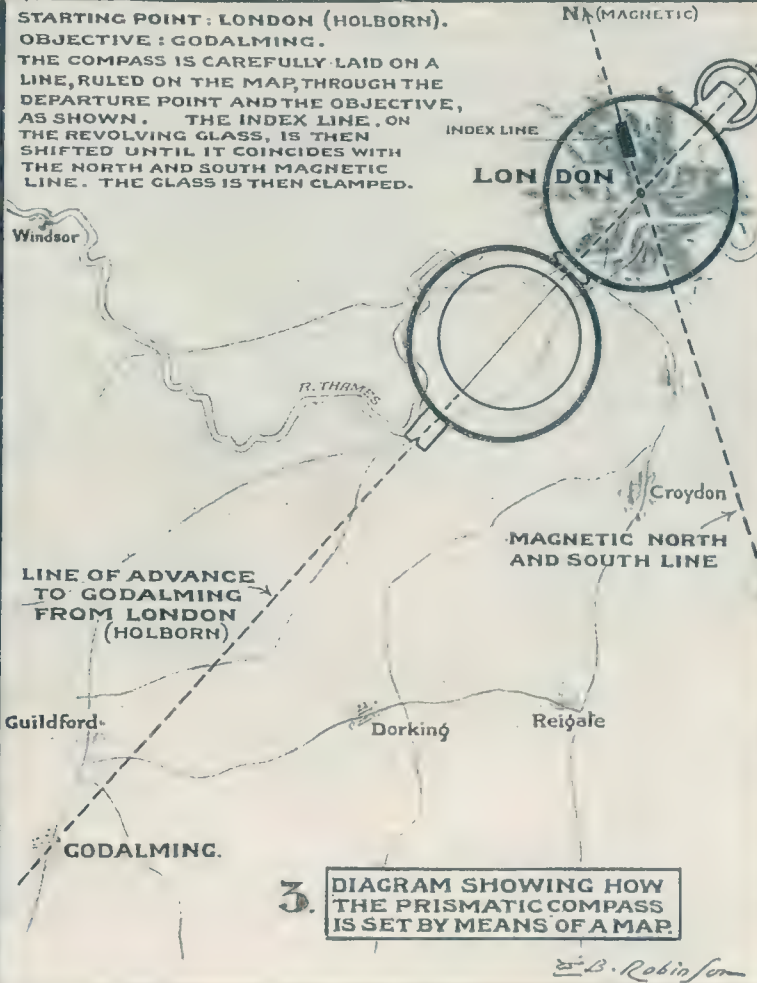
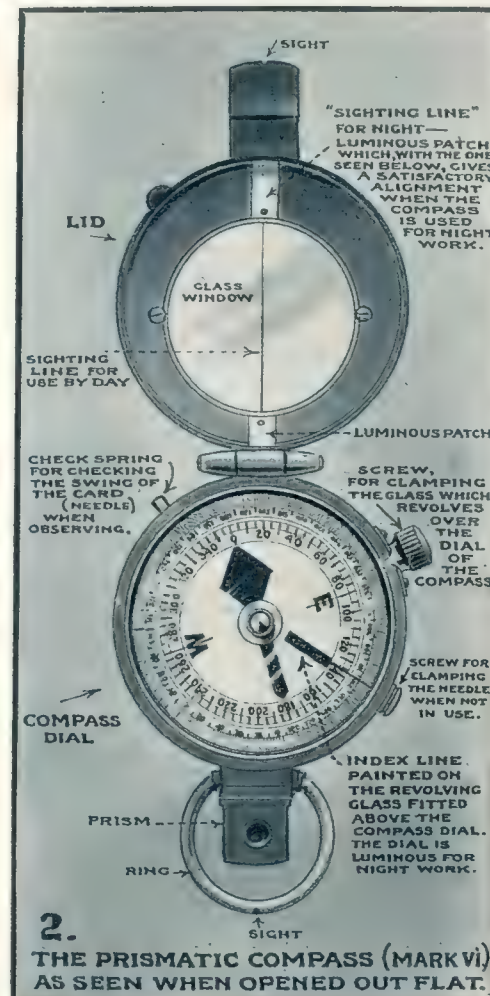
It is not always possible to ascertain the bearing by sight, so the compass is then set by means of a map. This is done by ruling a line through the point of departure to mark the *magnetic* N. and S. line, and a second one to the objective, to mark the line of advance (see Fig. 3)—Departure, London; objective, Godalming).

The compass is laid along the one showing advance, and carefully adjusted by laying the sight of lid and bow ring at back over the line. The index is now shifted until it exactly coincides with the N. and S. line. The compass is then ready for use.



WHAT THE OBSERVER SEES IN THE PRISM-BOX OF A PRISMATIC COMPASS.

This diagram shows in the smaller circle what the observer might see in taking a bearing, holding the instrument as in Fig. 1. The larger circle represents diagrammatically the window. *A*. Front sight on window. *B*. Back sight—slit in prism-box. *C*. Distant objective.



HOW SCIENCE AIDS THE SOLDIER IN FINDING HIS WAY ACROSS COUNTRY BY NIGHT: THE WORKING OF THE PRISMATIC COMPASS.

These diagrams should be studied in connection with the article opposite on the Prismatic Compass. Here it may be added, in continuation of that article, that before the night-march takes place the dial is exposed to daylight (about half-an-hour before sunset should make it luminous for some six to nine hours). The compass is then used exactly as with a registered bearing (Fig. 4), the sighting-line and

luminous patches pointing to the line of advance—Godalming. In the latest form of compass exposure to daylight is unnecessary, as the wonderful substance, radium, has provided us with a new radio-active point that is always self-luminous. The compass-needle, of course, points to the magnetic north, and not the true or geographical pole. The variation in England is some 15 degrees.



FROM THE GERMAN SIDE: MAKING WAR BREAD IN A FIELD-BAKERY OF VON HINDENBURG'S ARMY IN A POLISH-FRONTIER DRILL-HALL.

Our illustration, reproduced from a German photograph, shows the men of a German Field-Bakery column belonging to Marshal von Hindenburg's Army at work preparing bread at high pressure in a drill-hall on the Polish frontier. The building had been turned to the special purpose for the occasion and fitted up from end to end with ranges of "travelling ovens" of the German field-service pattern,

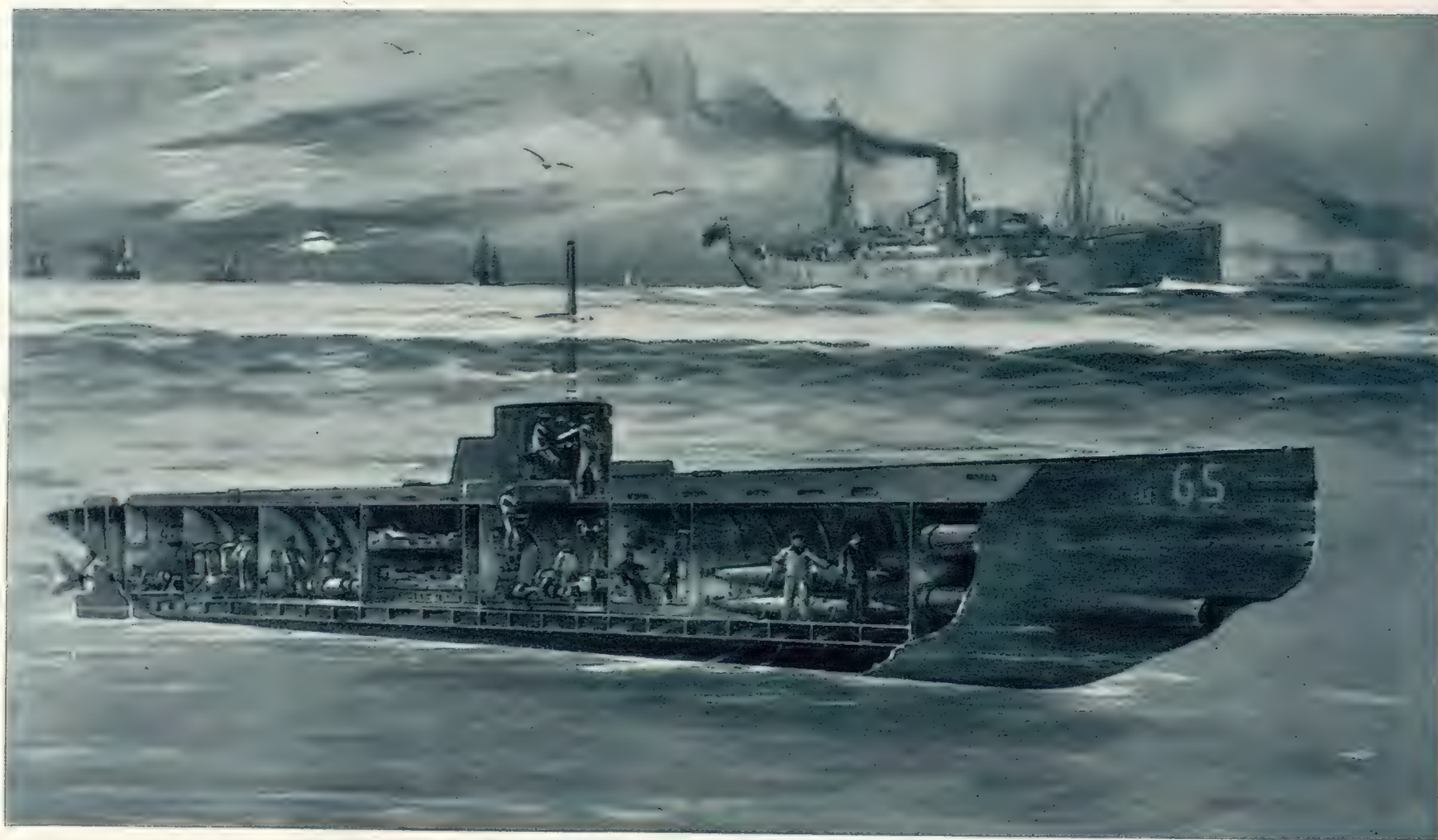
which at all times follow in rear of the marching regiments at the front. The Field-Bakery Column is an institution of the German Army organised to keep up a supply of fresh bread when it cannot otherwise be procured. The wagons of the column carry supplies of fuel with them as well as flour—we see the wood drying on the ovens, a proof of German thoroughness.



FROM THE GERMAN SIDE: A GERMAN LADY-CHAUFFEUR WHO HAS BEEN AWARDED THE IRON CROSS FOR WORK AT THE FRONT.

Not even German ladies, it would appear, can escape the Kaiser's broadcast scattering of Iron Crosses. Our illustration (reproduced from a German photograph) shows a German doctor's wife (Frau Dr. Reimer), who has been occupying herself at the seat of war as a chauffeur, and doing duty with one of the Army divisions. Frau Reimer has been specially awarded the Iron Cross for bold journeys ("wegen

tapferer Fahrten"). She is shown at the wheel within the car, a German Staff officer seated beside her, and other officers seated behind. There is, apparently, no published record of any other lady on either side in the war filling exactly this rôle, but the ladies of all the nations are in innumerable ways taking their part with no little energy and success.



FROM THE GERMAN SIDE: AN ENEMY-PICTURE OF A SUBMERGED GERMAN SUBMARINE IN BRITISH WATERS—SHOWN IN DIAGRAM.

This drawing from a German paper is entitled there, "The submarine war against England: A submerged submarine in English waters." The number on the boat, "65," is noteworthy, as indicating either Germany's actual strength in submarines or the strength she wishes the world to believe she possesses! Dealing with the German submarine menace to shipping in British waters, Mr. Asquith said

recently in the House of Commons: "Germany . . . has taken a further step without any precedent in history by mobilising and organising, not upon the surface but under the surface, a campaign of piracy and pillage. . . . The enemy . . . describes these newly adopted measures . . . as a 'blockade.' . . . The plain truth is—the German Fleet is not blockading, cannot blockade, and never will blockade our coasts."



FROM THE GERMAN SIDE: LYCK, A TOWN OF "OUR BEAUTIFUL MASURIAN LAND," AFTER ITS RE-OCCUPATION BY THE GERMANS.

The above drawing, from a German paper, shows on the right some Russian prisoners captured by the Germans during the battles in the Masurian Lakes district. When the Germans made their fresh concentration in that region, the Russians reported the movement as "developing especially in the directions of Wylkowyszki and Lyck." The latter is a town of East Prussia, about ten miles from the Russian

frontier and somewhat to the east of the Masurian Lakes. After the Russian retreat from East Prussia, the Kaiser is reported to have said: "My joy over this glorious success is diminished by the sight of the district, once so flourishing, which for weeks has been in the enemy's hand. Our beautiful Masurian land is waste." So, it may be recalled, is another beautiful land—the land of Belgium.



FROM THE GERMAN SIDE: SLEDGE-RUNNERS FOR TRANSPORT-VEHICLES; "INVISIBLE" SNOW UNIFORMS; AND AN APOLOGY FOR A ROAD.

If it be true, as is stated, that Germany expected the war to be over by last Christmas, with France and Russia both defeated, at any rate, with characteristic German thoroughness, every preparation down to the smallest details was made beforehand for a possible late-winter campaign. Photographs Nos. 1 (of a sleigh park) and 4, reproduced from a German paper, are in point, showing the provision of

uniform-pattern sledges for the Army Service Corps train, and sledge-runners for attachment beneath wheeled vehicles impressed on the scene of war; as is No. 2, of white smocks and white cap-covers for giving "invisibility" to outpost and reconnoitring patrol troops in the snow. Photograph No. 3 shows the state of the country in Galicia, where the Austrians are operating.



FROM THE GERMAN SIDE: AN AUSTRIAN 30.5-CENTIMETRE MORTAR MASKED BY A BARN OVER WHOSE ROOF IT IS FIRING.

Our illustration (from a German newspaper) of an Austrian 30.5-centimetre mortar "masked" or screened behind a farm outhouse, incidentally shows the value of air-craft in war. Firing at an average of five miles' range across country diversified by intervening elevations and belts of woodland, and using smokeless powder, such cover as the building would prevent opponents from locating the gun without overhead reconnaissance. Aim from the mortar position would be feasible with a large-scale field-map, and with—in the manner we have shown in previous issues of "The Illustrated War News"—intermediately posted observers to check the fall of the projectiles through the instrumentality of a telephone-wire from the look-out station to the firing-point.



FROM THE GERMAN SIDE: A SKETCH OF THE BATTLEFIELD NEAR MUCH-CONTESTED GIVENCHY, FROM A GERMAN OBSERVATION-POST.

Givenchy, a village close to La Bassée, has been the scene of fierce conflicts between the British and German troops. "On more than one occasion," writes "Eye-Witness" on February 26, the German "infantry forced their way into the village, but they were always driven out. . . . The Germans then devoted their attention to the part of our front south of Givenchy. . . . The continued pressure of the

Germans in this quarter culminated in the strong attack delivered on January 25 on the whole front from Givenchy to the Béthune road. . . . Since February 7, when the Germans attempted a fruitless counter-attack, there has been no fighting in this area, while to the north of it we have regained some ground round Givenchy and established ourselves more firmly than ever on the ridge."



THE MULE IN THE BRITISH ARMY: THE FIRST ARTILLERY "HORSED" BY THE BEST SUBSTITUTE FOR THE HORSE.

Our illustration shows a mule-team of the 8th London Howitzer Brigade (Territorial) on Plumstead Common. A large number of mules are being employed in various departments connected with the war, but the 8th Howitzer Brigade is stated to be the first "horsed" by them. Mules have been regularly used in the Army for transport work for the past fifty years, and the Indian mountain batteries

have always carried their guns on mules. Mules are less liable to disease, and require less grooming and attention than horses. Their skin is tougher than that of horses, and sore backs are less frequent. They will feed on almost anything, are very sure-footed on rough ground, and get over long distances at a good pace. The average height of an Army mule is from 13 to 15½ hands.—[Photo. by C.N.]



PRINCESS PAT'S OWN AT THE FRONT: A GERMAN SNIPER BROUGHT DOWN BY A CANADIAN SHARPSHOOTER OUTSIDE THE LINES.

Regarding this drawing, made from material supplied by an officer present at the action, our artist writes: "During the first few days of the P.P.C.L.I.'s going into the trenches near Ypres they were exceedingly annoyed by a daring German sniper who used to creep out in the darkness. He was marked down as being in proximity to a ruined hedge, and a Canadian rival marksman, the night following,

crawled out and camped on his trail. It was a weird scene, the Canadian's position being lit up by a floating German parachute-light. Soon the German began potting away. So did the Canadian, and the rivals plugged deliberately at one another for a few minutes until the German's dark figure was seen to spring convulsively up and fall back again into the mud."—[Drawn by A. Forestier.]



BRITISH AND GERMANS AT CLOSE QUARTERS IN THE SAME TRENCH: A TYPICAL SITUATION

So complicated has the maze of trenches become, and so close together are the opposing lines at many points, that it is not uncommon for friend and foe suddenly to find themselves confronting each other at close quarters in the same section of trenches. Occasionally, isolated groups of men, or officers out reconnoitring alone at night, have found themselves unexpectedly in the enemy's lines instead of their own. One such incident, on the night of February 15, was recorded recently by "Eye-Witness." Our men were advancing in the open when they

came under fire.
Here one of our men was
illustrated.



TRENCH: A TYPICAL SITUATION IN THE MAZE OF SIEGE WARFARE.—DRAWN BY R. CATON WOODVILLE.

to find themselves
selves unexpectedly
he open when they
came under fire from German guns. "Without a moment's hesitation, however, the attacking line broke into the double, and, pounding through the mud, burst into the German trench. Here one of those curious situations occurred where both sides remain in occupation of the same trench within a few yards of one another for a considerable time." Our artist has illustrated a typical case, where some British soldiers (in the foreground) are seen in action with a party of Germans advancing round a bend in a communication-trench.



SUNK IN THE CHANNEL, OFF DOVER, BY DESTROYERS, AND HER CREW TAKEN PRISONERS: THE GERMAN SUBMARINE "U 8."

On March 5, the Admiralty announced: "Yesterday afternoon the German Submarine 'U 8' was sunk in the Channel off Dover by destroyers. The officers and men were taken prisoners." Later, came a Dover report that the crew, of twenty-nine officers and men, had been marched through the streets to the Castle under escort. "U 8" was one of seven vessels of the 1907-10 class, with a displacement

of 210 tons on the surface, and 250 submerged. Her speed was 12 knots running on the surface and 8 knots submerged. Her radius of action is given as 1000 miles. For armament, "U 8" carried two 18-inch torpedo-tubes. Text-books differ as to her carrying guns. "U 8" is also stated to have had a crew of 11, yet 29 were landed at Dover. Possibly the surplus were extra hands under training.



A FORMALITY THE ALLIED FLEET IS WAIVING: A "BLACK SEA PASS."

The document shown in the photograph is a specimen of the passes hitherto issued at Chanak, in the Dardanelles, to vessels proceeding to the Black Sea. By a treaty of 1841 (reaffirmed in 1871 and 1878), it was agreed that only Turkish war-ships should pass through the Dardanelles without the consent of Turkey. Chanak is an alternative name for the town of Dardanella, which gives its name to the Straits.



"THE ZONE OF THE DEAD": A SOLDIER'S TRENCH-SIDE GRAVE.

"Eye-Witness" described the shattered woods before the British front at Ypres as "this awful zone of the dead." "The whole place," he writes, "is a vast cemetery, in which our trenches and those of the enemy wind in every direction. In a sheltered spot there is a little graveyard." The same description applies more or less to all the No Man's Land between opposing lines.—*Photo. Illus. Bureau.*



FROM THE GERMAN SIDE : SCHOOLBOYS BRINGING DOMESTIC COPPER ARTICLES TO SCHOOL TO REPLENISH SUPPLIES FOR THE MAKING OF AMMUNITION.

The threatened shortage of copper in Germany and Austria may prove a vital factor in the war. Copper is essential for the manufacture of ammunition. A copper expert recently estimated, on the basis of the average number of shots fired, that Germany and Austria are expending daily in rifle and gun fire, 309 tons of copper, or 112,000 tons a year. Germany, he reckoned, can produce only 36,000 tons a

year, and Austria perhaps 4000, so that if the Allies prevent imports of copper into Germany, their supplies must eventually be exhausted. The Germans are said to have collected copper kitchen utensils from Belgium, and to have even removed the brass doors of Antwerp Railway Station; while in Germany, where the price of copper has increased 200 per cent., similar collections of the metal are made.



FIRE—THE ONE ENEMY THE NAVY FEARS: KEEPING THE HOSE GOING IN THE "GLOUCESTER" DURING TARGET-PRACTICE.

On board a war-ship at all times Fire is the most dreaded of all enemies. Especially is that the case at the time of battle. We have seen what a fire on board means in the accounts of the naval actions which have been published. The "Good Hope" and "Monmouth," in the battle off Coronel in November, were set on fire, and their fate thenceforth was sealed. The "Scharnhorst," "Gneisenau,"

and "Leipzig," as well as the "Blücher," all took fire during action, and after that their end was certain. The ship seen above is the celebrated "Gloucester," the gallant chaser of the "Goeben," while engaged at target-practice. As a safeguard against fire, the hose is kept going all the time, as is done on these occasions on board all our ships.—[Photo. by Illustrations Bureau.]



AWAITING THE ARRIVAL OF THE ALLIED FLEET? TURKISH WAR-SHIPS IN THE BOSPHORUS, NEAR CONSTANTINOPLE, SEEN FROM HAIDAR PASHA.

This interesting glimpse of some of Turkey's principal war-ships was taken from the port of Haidar Pasha, on the Asiatic side of the Bosphorus, opposite Constantinople, and not far from the terminus of the Baghdad Railway. As far as can be judged from the silhouettes of the various units of the Turkish Navy, as given in F. T. Jane's "Fighting Ships" (1914), the three larger vessels seen in the photograph

are, from left to right, the protected cruisers "Medjidieh" and "Hamidieh" (formerly called the "Abdul Hamid"), and one of the two sister battle-ships "Torgud Reis" and "Hairredin Barbarosse." The two latter ships carry, among other armament, four 11-inch Krupp guns. The largest guns carried by the "Medjidieh" and "Hamidieh" are 6-inch, of which each has two.—[Photo. by G.P.U.]



WEARING THE "SWIMMING COLLARS" SUPPLIED BY THE ADMIRALTY AND KEPT EVER AT HAND: MEN OF THE "AGAMEMNON."

This is a group of the "Agamemnons" on board the pre-Dreadnought named after Homer's great "King of Men," now taking her part in the neighbourhood of the ruins of ancient Troy in the bombardment of the Dardanelles forts. The men are in the winter rig they wore before starting for the Mediterranean, while waiting with the Grand Fleet for the German fleet to come out, as the legend

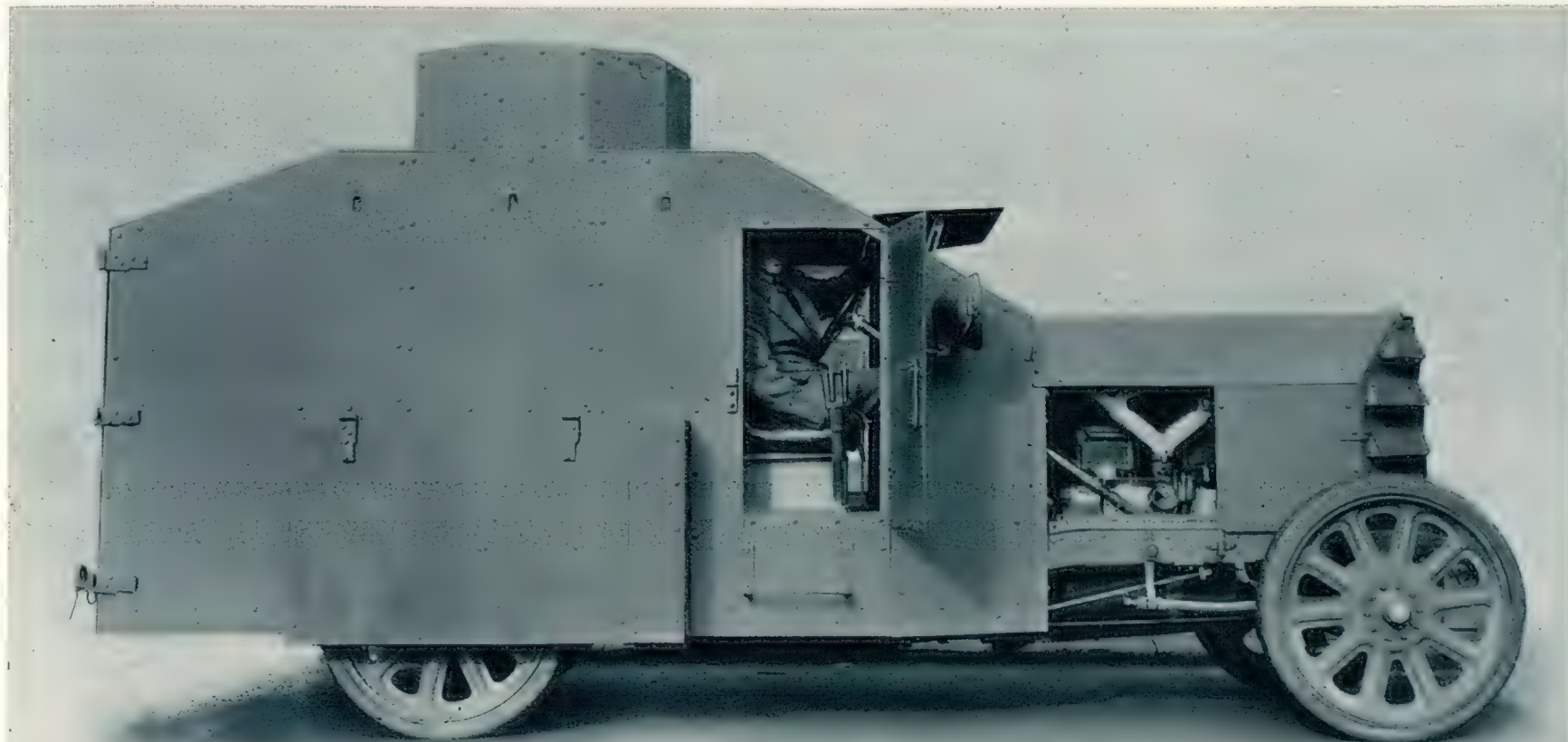
"Still Waiting," chalked on the coaling-bag, with Iron Crosses, indicates. They are wearing round their necks the "swimming collars" supplied by the Admiralty to all officers and men after the sinking of the "Hawke." "Instructions have been given," stated the official notification, "for the collar to be kept on the person when awake, and to be kept inflated near each individual when asleep."



A "BABY" FORT ON WHEELS: AN ARMoured MOTOR-TRICYCLE CAR HALTING IN A FRENCH FRONTIER VILLAGE.

This photograph of an armoured motor-tricycle car halting in a French frontier village is a novelty. Such a type of handy, easily manoeuvred car should prove of special usefulness during reconnaissance work on the narrow cross-roads and lanes which intersect the country in Northern France, and link the main highways. On roads of that description the average-sized armoured car, it has been remarked

by several officers at the front, is often at a disadvantage, particularly in the neighbourhood of the enemy, when it becomes necessary to turn the car round and go back, owing to the room that a motor-car requires for turning. The car is well encased on all sides by steel plating, has armoured shields protecting the wheels, and carries a machine-gun.



SENT TO RUSSIA FOR ACTIVE SERVICE—INCLUDING THE CHARGING OF GERMAN ARTILLERY! A BRITISH ARMoured-CAR.

This is one of the armoured-cars designed for and supplied to the Russian Government by Mr. Charles Jarrott. Armoured motor-cars from this country have rendered the Russians invaluable service on the battlefield, particularly in the recent encounters on the East Prussian frontier. Speaking of one incident in the fighting near Przasnysz (fifty miles north of Warsaw), a Petrograd correspondent relates that

the armoured motor-cars actually charged German artillery and put it out of action. "The fire of a German battery checked our advance. Captain Gurdoff, with several British-made armoured motor-cars, under a cruel fire, drove up to within twenty paces and annihilated the men serving the guns." The car above has bullet-proof armour and carries nine men with two machine-guns.—[Photo. by C. Gray.]



A FRENCH WAR-SHIP THAT "MADE EXCELLENT PRACTICE" ON THE DARDANELLES FORTS DURING THE BOMBARDMENT: THE BATTLE-SHIP "GAULOIS."

In the Admiralty's account of the resumed bombardment of the Dardanelles forts on February 25 it was stated: "The 'Queen Elizabeth,' 'Agamemnon,' 'Irresistible,' and 'Gaulois' began by deliberately bombarding Forts A (Cape Helles), B (Sedd el Bahr), C (Orkhanieh), and D (Kum Kalessi) respectively, at long range. The 'Irresistible' and the 'Gaulois' made excellent practice on Forts C (Orkhanieh)

and D (Kum Kalessi)." A tribute to the French squadron's assistance in the operations has been paid by Mr. Asquith. "The House of Commons," he said, would be most ready to acknowledge "that the splendid contingent from the French Navy that our Allies have supplied is sharing to the full both the hazards and the glory of the enterprise."—[Photo. by Bar.]



BATTLE-HONOURS FOR BRITISH WAR-SHIPS: H.M.S. "TRIUMPH," SINCE OPERATING IN THE DARDANELLES, BEARS RECORD OF ACTION AT TSING-TAU.

The presence of the battle-ship "Triumph" in the Dardanelles was made known in the Admiralty report of February 20. In the resumed bombardment on the 25th she was one of the vessels ordered in to engage forts at closer range. Later she entered the Straits and attacked batteries at White Cliff. At Tsing-tau she was hit by a German shell, to the delight of the enemy, who, after their surrender,

showed particular animosity towards the British. The name "Tsing-tau" has been placed in a prominent position on the "Triumph's" superstructure. Similarly the ships that took part in the Heligoland action have been authorised by the Admiralty to have the words "Heligoland, August 28, 1914," painted on them in gold, while the "Arethusa" had a special poetical inscription. — [Photo. by C.N.]

Little Lives of Great Men.

VIII.—GENERAL RUZSKY.

THE member of the Grand Duke Nicholas's General Staff whom his Commander-in-Chief has hitherto had most occasion to honour is Nicholas Vladimirovitch Ruzsky, the victor of Lemberg. On Sept. 3 the Generalissimo telegraphed to the Tsar in these words: "With extreme joy, and thanking God, I announce to your Majesty that the victorious army under General Ruzsky captured Lemberg at eleven o'clock this morning. . . . I beg your Majesty to confer on General Ruzsky, in recognition of his services in the preceding battles, the Fourth Class of the Order of St. George, and for the capture of Lemberg the Third Class of the same Order." The man thus praised and decorated is now in his sixty-first year, a veteran of proof, and one of the most prominent members of the Russian General Staff. He studied at Petrograd, beginning first, like all Russian boys, at one of the gymnasiums, or public schools. Thence he passed to the Constantine Military Academy and the Nicholas Staff College. His career there was distinguished, and he passed out with high honours. When the Russo-Turkish War broke out, Ruzsky was eighteen years of age, and a Sub-Lieutenant in the Grenadier Guards. He went to the front with his regiment, and served through the campaign. Thereafter his rise in the service was rapid. His colonelcy came when he was only thirty-one. Eleven years later he had attained the rank of Major-General. The long years of peace between the Russo-Turkish War and the Russo-Japanese War were



FAMED AS A RUSSIAN LEADER: GENERAL NICHOLAS VLADIMIROVITCH RUZSKY.

Photograph by Newspaper Illustrations.

noticed that he could tell at any given moment where any regiment stood, and could get the maximum of performance out of every unit.

valuable to General Ruzsky, for they brought him much administrative experience which was to be used in the latter struggle. When Russia found herself again at war, Ruzsky was appointed Chief of the Staff in the Second Manchurian Army, a post of singular difficulty, which brought him a deeper and a more actual experience in the organisation and handling of vast masses of troops over an extended area. The Manchurian campaign was indeed, with all its disadvantages, the most valuable of all possible rehearsals for the colossal operations of the present war, and General Ruzsky has known how to profit thereby. Apart from field operations, too, he gained a complete knowledge of all questions of transport, control, and supply from his position as a member of the Russian Army Council, where he was closely associated with that trusted colleague of the Grand Duke Nicholas General Soukhomlinoff. That officer and the Grand Duke have together wrought the marvellous reconstruction of the Russian Army which has surprised a world which hardly believed that the disasters of ten years ago could have been so thoroughly repaired. Yet so it is, and both the men and the method have been found to enable Russia to operate successfully on a front of continental dimensions. Ruzsky is one of the typical men of the new school. He knew the whole ground around Lemberg like the proverbial book. His practicality is immense—so is his memory. At manoeuvres it was



THE GREAT "GATE"-FORCING MOVEMENT BY BRITISH AND FRENCH WAR-SHIPS: THE DARDANELLES—A PANORAMIC VIEW, SHOWING DEFENCES.

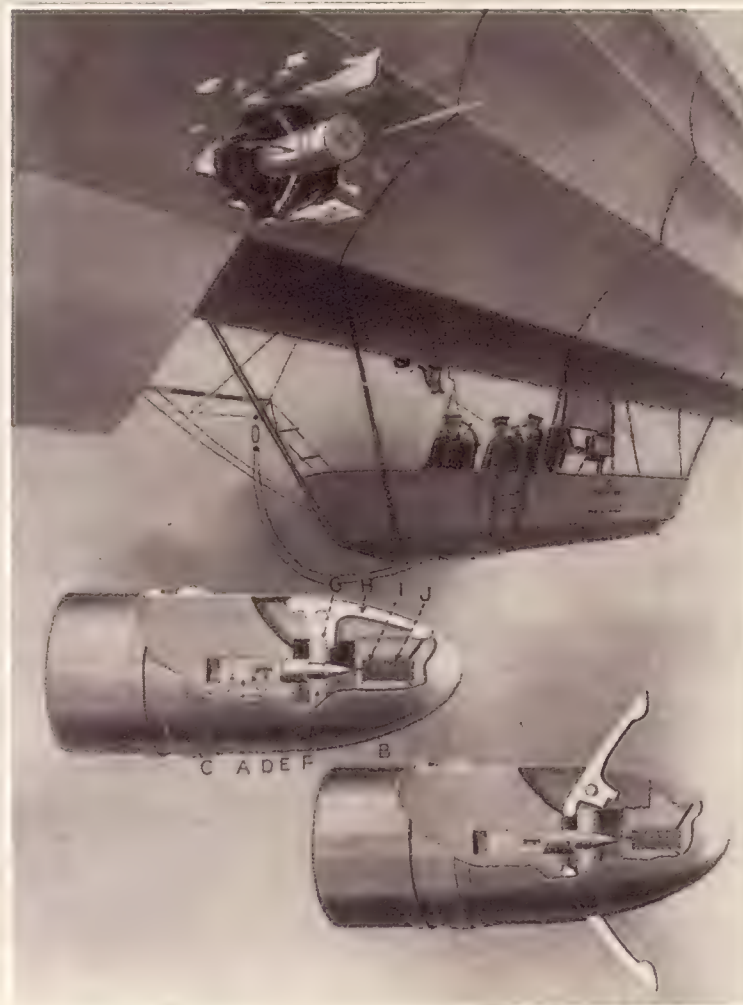
The Dardanelles extend, from end to end, for forty-five miles. The Strait has a width of about four miles at the widest part, and of less than one mile at the narrowest, where the key of the defences lies, between Kilit Bahr and Chanak. At that place also is a mine-field between forts (forming the second of the Turkish mine-fields, as our panoramic view shows), which further bars the channel.

A current, flowing at four or five miles an hour, sets at all times down the Dardanelles from the Sea of Marmora. The chief defences of the Straits lie in the centre section, between "the Narrows," off Kilit Bahr and the third of the Dardanelles mine-fields beyond Nagard. Sandstone cliffs fringe the waterway on both sides along the whole of the centre section, with several heavy batteries.

A BLADED, EXPLOSIVE, ANTI-AIRCRAFT SHELL.

THE recent raids by Zeppelin air-ships have given fresh point to the discussions of methods of defence against aerial cruisers of this sort. It is evident to all who have considered the subject with a knowledge of the construction and character of these craft that a shot, even of large size, penetrating the huge gas-reservoirs is not likely to have any serious effect, for the gas would be liberated so slowly from any ordinary-sized hole that the vessel might not be seriously inconvenienced, and even if eventually compelled to land, might easily keep the air until it reached friendly territory. To be effective, therefore, a projectile to be used against air-ships must be capable of producing an opening in the envelope of very considerable size.

It is interesting in this connection to note that the subject has not been overlooked by those who make a study of military subjects, as is indicated by a patent for a special projectile that was issued recently to a firm justly famed for their fine work as builders of war-ships and guns, large and small. The invention is illustrated in the accompanying drawings. It will be seen that this projectile carries in longitudinal slots cut in its head a series of pivoted blades, *H*, which ordinarily are held in place within the shell by a disc *F* on the firing-pin *A*, which engages a notch *G* in an arm of each blade. The firing-pin *A* is normally held in place by a light



TO CUT THROUGH THE DIRIGIBLE'S ENVELOPE AND THEN EXPLODE:
A NEW BLADED ANTI-AIRSHIP SHELL.

shearing wire *C*; but when the projectile is fired from a gun the shock of the discharge, acting through the inertia of the firing-pin *A*, causes the pin to be thrown backward, shearing the wire *C*, and releasing the blades *H*, which then open out as the result of air-pressure or centrifugal force, and the projectile in this condition is capable of tearing an opening in the envelope of the air-ship several times the diameter of the shot itself, and the whirling motion of the projectile is expected to add to this result. But mere penetration of the envelope of the gas compartment is not the only result expected of this new projectile, for it is constructed as an explosive shell containing a charge of high explosive, as shown at *J*. After the firing-pin *A* has severed the restraining wire *C*, its movement is still limited by a second shearing wire *E*, that passes through a slot *D* in the pin, and no ordinary movement of the shell will result in its discharge. When, however, the extended blades *H* strike anything that causes resistance they are forced backward, and their extended rear ends acting on the disc *F* will force the firing-pin *A* forward, shearing the second restraining wire *E*, and driving the needle-point *B* into contact with the detonator *I*, which explodes the shell. This explosion is calculated to take place within the body of the air-ship, with the result of disrupting the gas-containers, and probably firing the gas as well. Whether these shells have been brought into service or not has not been announced.

[By Courtesy of the "Scientific American."]



IN COMMAND OF THE BRITISH FLEET ENGAGED IN THE FORCING OF THE DARDANELLES: VICE-ADMIRAL SACKVILLE HAMILTON CARDEN.

The bold attack upon the forts of the Dardanelles which is being made by a British Fleet, aided by a French squadron, has made Vice-Admiral Carden one of the outstanding figures in the story of the Great War. Our photograph shows him standing, with his Flag-Lieut., Lionel S. Ormsby-Johnson, in front of the Admiralty House, Malta. He was appointed Admiral Superintendent of Malta Dockyard in

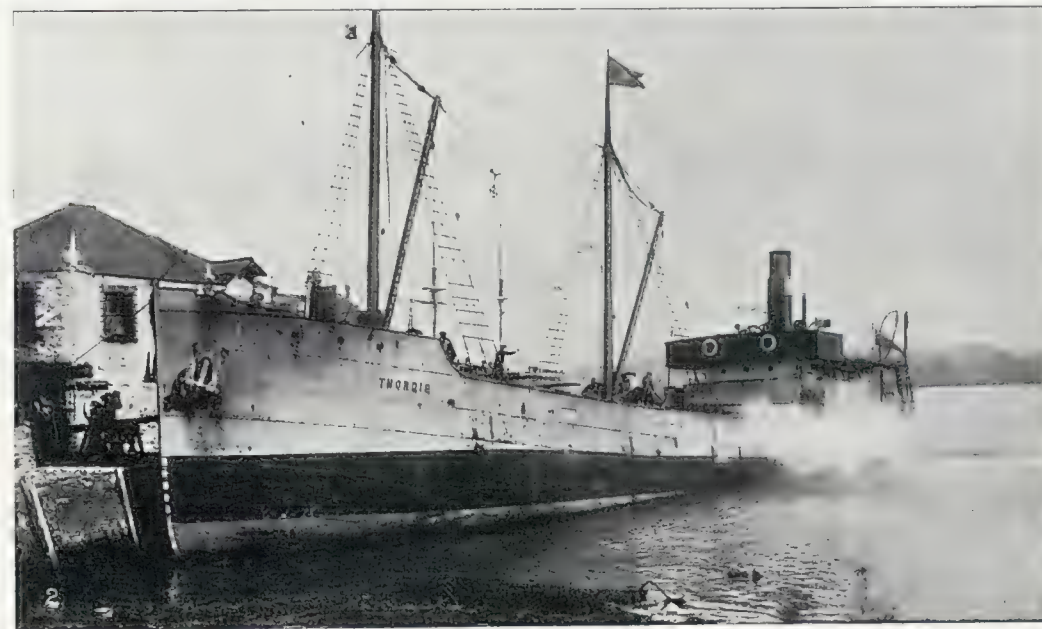
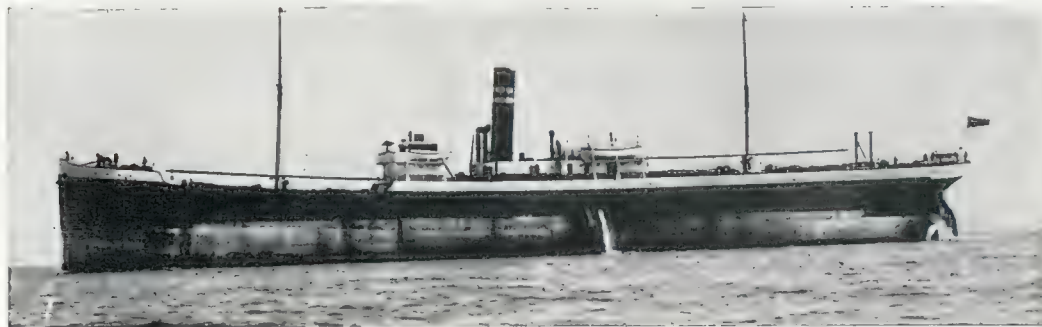
August 1912, and vacated that post in August 1914. Vice-Admiral Carden is the second surviving son of the late Captain Andrew Carden, of Barnane, Templemore. He entered the Royal Navy in 1870, and saw some fighting, as Lieutenant of the "Thalia," at Alexandria in 1882. He has been twice married, and has one daughter. His second wife is a daughter of Mr. W. English Harrison, K.C.



WRESTING THE KEY OF A CARPATHIAN PASS FROM THE AUSTRIANS: THE RUSSIANS TAKING A "SPION KOP"—A WAR-ARTIST'S SKETCH.

The drawing illustrates one of the many battles for passes. The key of the battlefield, the isolated hill which overlooks the pass seen to the left, was held by Austrians strongly posted, holding entrenched lines on the mountain-side. The Austrian artillery crowned the crest of the uppermost ground. The Austrians held out stubbornly, but the Russian artillery fire proved too powerful. The Russian infantry

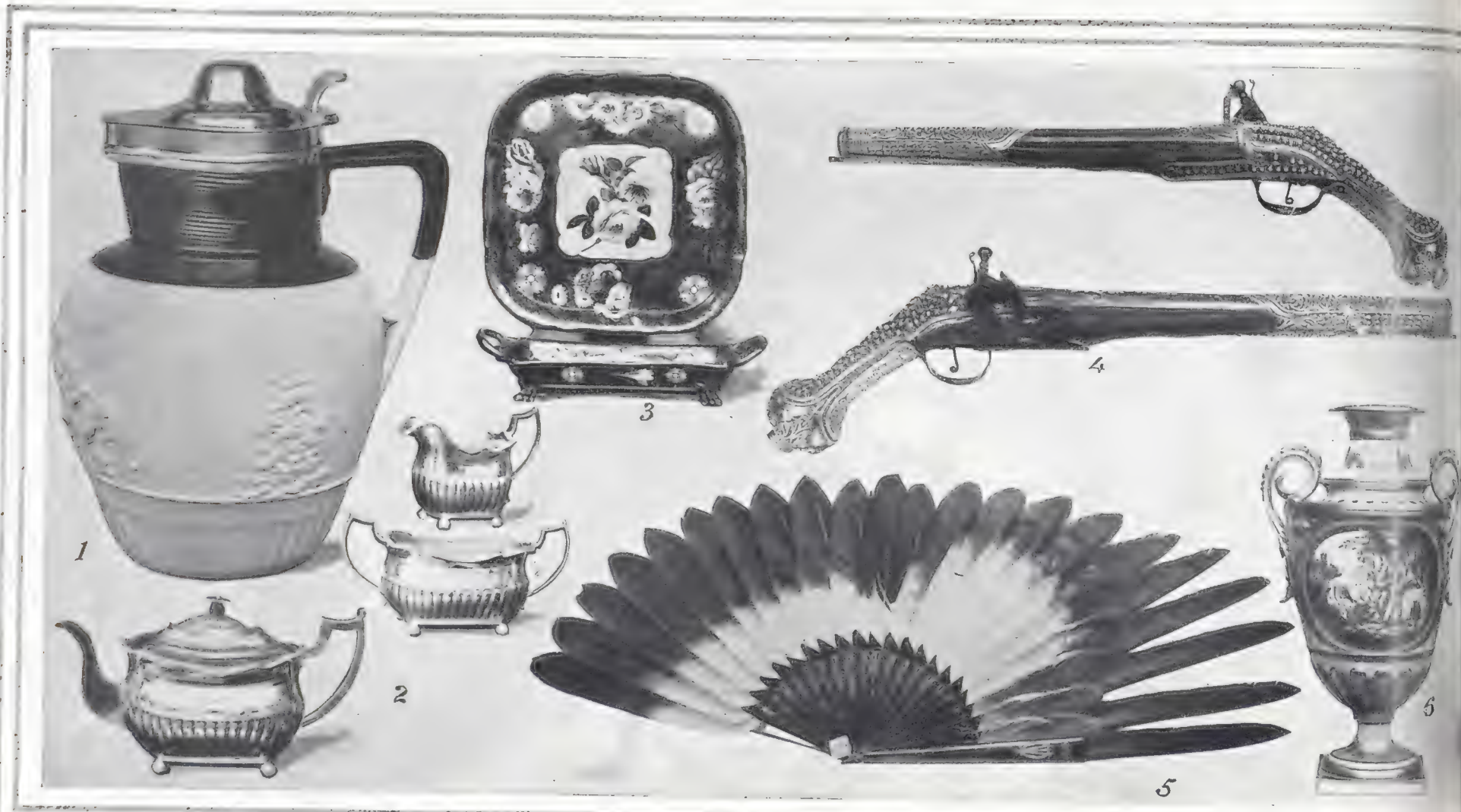
were enabled to carry out the frontal attack shown in progress, together with a flanking artillery bombardment from the batteries to the right. The Russians finally forced their way until close enough to storm the Austrian trenches with the bayonet. Fleeing Galician peasant-refugees are seen in the foreground.—[Drawing by H. C. Seppings-Wright, "Illustrated London News" War-Artist in Galicia.]



MERCHANTMEN CLAIM TO HAVE SUNK GERMAN SUBMARINES: THE "ALSTON"; AND THE "THORDIS," WITH HER GALLANT SKIPPER, CAPTAIN J. W. BELL.

Rewards of £500 and other prizes have been offered to merchantmen sinking German submarines. Two have been claimed, and the claim in one case has satisfied the Admiralty. There seems, however, a difficulty as to what vessel won the first reward offered by "Syren and Shipping," with additional sums. Photograph No. 1 shows the "Alston," owned by a Hartlepool firm, who claim first honours for their

ship. The "Alston" is stated to have signalled, while passing down Channel, that she had sunk a submarine on February 27. The collier "Thordis" (No. 2), Captain J. W. Bell (No. 3) rammed one on February 28. A German wireless admits collision, but declares the German submarine "suffered only inconsiderable damage, and safely returned to port." — [Photos. by Wherley and Newspaper Illustrations.]



THE GREAT RED-CROSS SALE OF CURIOS AND OBJETS D'ART: THE QUEEN'S GIFT OF AN ANTIQUE FAN; A GROG-JUG USED BY NELSON; A

The great auction sale at Christie's of curios and *objets d'art* presented to be sold in aid of the British Red Cross Society, has been approximately fixed for April 12, and is expected to last three days. Among the donors are the King and Queen, Queen Alexandra, Princess Victoria, and Princess Louise. The objects on the left-hand page (with the donor's name in brackets) are: (1) A jug from which Nelson was served

with grog (Lord D'Abernon); (2) A George III. Irish silver tea-set (Lord Rothschild); (3) An 1880 Spode writing-set (Lady Wernher); (4) A pair of eighteenth-century Albanian pistols (the Swiss Minister); (5) An antique fan with diamond monogram (Queen Mary); (6) One of three hard-paste Sèvres vases of 1790 (Sir George Donaldson). The objects shown on the right-hand page are: (7) The beautiful double drinking-cup

NELSON; A
of silver in
dish and cov
Chinese go'd
Whistler ma



GROG-JUG USED BY NELSON; A SILVER DRINKING-CUP GIVEN BY QUEEN ALEXANDRA; AND OTHER INTERESTING "LOTS" PRESENTED TO BE SOLD.

(1) A silver jug; (2) A silver drinking-cup in the form of a lady in a costume of 1620 (presented by Queen Alexandra); (3) A Sèvres bowl, dish and cover (presented by Mr. Leopold de Rothschild); (4) An antique pistol; (5) Two figures of a Chinese goddess and a famille verte plate (presented by the Marquess of Ripon); (6) A terra-cotta bust of Whistler made by Sir J. E. Boehm in 1875 (presented by Princess Louise). Intending donors are asked to send in their gifts by March 25. In connection with this historic sale, it may be mentioned, Sir George Alexander has arranged a special collection of theatrical relics to be exhibited at the St. James's Theatre before going to Christie's to be sold, with the other gifts, for the benefit of the Red Cross.—[Photos. by Sport and General, Farrington Photo. Co., and Illus Bureau.]

PROPHETS have it that when the Column of Constantine the Great, in Constantinople, falls the city will come once more into the hands of a Christian Power. The Column is at Tauk Bazar, on the top of the second hill. It is called variously the Column of Constantine the Great; the Porphyry Column, from the material of which it is built; the Hooped Column, a reference to the metal rings about it; and the Burnt Column, from the damage it has sustained by fire. The story is that it was brought from Rome; that when it was first set up it was of eight porphyry drums, on a marble pedestal; and that it was surmounted by a bronze Apollo representing Constantine. In that state it was over 120 feet high. Early in the fifth century, a piece of the lowest block having fallen away, the drums were hooped with bronze. The whole structure, being so associated with the founder of the city, was looked upon as an outward and visible sign of its good fortune. Beneath its foundations are said to have been laid in secret the Palladium of Rome, and a piece of the Cross and other holy relics. In addition, a nail used in the Crucifixion of Our Lord is claimed to have formed one of the rays encircling the forehead of the statue. At the column, when each year began, service was held in presence of the Emperor; and at it also decrees were read. It witnessed many a Triumph, Emperors sitting at its base. On the entry of the Turks into the city, the Faithful trusted that an Angel would stand forth by the column and chase the infidels beyond the boundary. The statue

[Continued opposite.]



was struck by lightning in the time of Botoniates, and subsequently brought to the ground by a gale in the reign of Alexius Comnenus. At this period, the column itself was injured. The original pedestal is concealed by repairs of 1701. With regard to the statue of Constantine as Apollo, it may be noted that some argue that this was not designed originally to represent the Emperor, but the god; and was altered to represent Constantine. As we have already noted, time has set many an effacing mark upon the column. We have mentioned some of the damage sustained through the ages. It may be said, in addition, that "Burnt Column" is by no means a misnomer, for the structure has been injured considerably by the very frequent fires in its neighbourhood. After the statue had been swept away Manuel Comnenus repaired it clumsily, with the mass of marble masonry which now crowns it. Upon this is the inscription: "The pious Emperor Manuel restored this divine work effaced by Time." In view of present-day events, when the Allies are seeking to force the gate to Constantinople, it is interesting to quote Freeman: "The Prince who fenced in the new Rome, the Prince who bade Byzantium grow into Constantinople, did design that his younger Rome should fulfil the mission that had passed away from the elder Rome. He designed that it should fulfil it more thoroughly than Milan, or Trier, or Nicomedeia could fulfil it. And his will has been carried out. He called into being a city which, while other cities have risen and fallen, has

[Continued below.]

[Continued.] ACCORDING TO THE PROPHETS, TO FALL IF CONSTANTINOPLE FALLS: THE COLUMN OF CONSTANTINE THE GREAT, IN CONSTANTINOPLE.

for fifteen hundred years, in whatever hands, remained the seat of Imperial rule; a city which, as long as Europe and Asia, as long as land and sea, keep their places, must remain the seat of Imperial rule. The other capitals of Europe seem by her side things of yesterday, creations of accident. Some chance a few centuries back made them seats of Government till some other chance may cease to make

them seats of Government. But the city of Constantine abides, and must abide. . . . In the hands of Roman, Frank, Greek, and Turk, her Imperial Mission has never left her. The eternity of the elder Rome is the eternity of a moral influence; the eternity of the younger Rome is the eternity of a city and a fortress fixed on a spot which Nature itself had destined to be the seat of the Empire of two worlds."



LUCK!—A SPOON SAVES A SOLDIER'S LIFE BY DEFLECTING A BULLET.

Our first photograph illustrates another remarkable instance of life-saving by an article carried in a soldier's kit. Sergeant O. S. Day, of the 1st Cheshire Regiment, is alive to-day thanks to the spoon shown in the centre. He was advancing when he felt a slight pain in his back. Not heeding this, he went on until he was "buried" by the explosion of a "Jack Johnson." Examining his kit later,

A SCIENTIFIC "BALER" USED BY THE BRITISH ARMY: PUMPING WATER OUT OF A TRENCH.

he found that a bullet had hit his spoon, had been turned aside, and had merely grazed his skin. The bullet-torn case of the spoon is seen on the right; on the left is a combined spoon and fork found in a German trench.—The second photograph shows the baling-out of a flooded British trench with the aid of quite an elaborate pump.—[Photos, by Pope and Illustrations Bureau.]



THE BRITISH NAVY IN ACTION IN A FRESH DIRECTION—BOMBARDING SMYRNA, WHOSE DEFENCES ARE TO BE REDUCED: THE PORT.

A dramatic incident was announced in the statement of the Secretary of the Admiralty, published on March 8: "On March 5, the Commander-in-Chief, East Indies, Vice-Admiral Sir Richard Peirse, arrived with a squadron of battle-ships and cruisers off Smyrna. A methodical bombardment of Fort Yenikale was carried out during the afternoon for two hours in favourable conditions of weather. Thirty-two

hits were secured, inflicting considerable damage on the fort, and there were two heavy explosions, apparently of magazines 'Euryalus,' which flew the flag of the Vice-Admiral, shot with remarkable accuracy from her after 7.2-inch guns. Fire was not returned. . . . The reduction of the Smyrna defences is a necessary incident in the main operation." Coincidentally came news from a correspondent

[Continued opposite.]



Continued.] THE BOMBARDMENT OF SMYRNA BY A BRITISH SQUADRON FROM THE EAST INDIES STATION: SMYRNA—A VIEW SHOWING THE ACROPOLIS.

in the Balkan Peninsula, that it now seems probable that the Sultan will "withdraw to Asia Minor." It remains to be seen to what extent the arrangements of his Majesty may be affected by the new development. Picturesque, with something at least of the dignity of centuries, notably in the Greek Acropolis at the back of the city, the principal seaport of Asia Minor is largely a congeries of crowded narrow streets. Smyrna is not lacking in mosques and churches, but the bazaars are just hives of labour and barter, unrelieved by buildings of individual dignity. A considerable trade is done in textile goods and carpets, often of rare beauty, and pottery of quaint design is made in the town. The European quarter faces the sea.—[Photos. by C.N.]



THE PRINCE OF WALES AT THE FRONT: HIS ROYAL HIGHNESS, WITH A FRENCH GENERAL, VISITING A SHELL-SHATTERED VILLAGE.

The Prince of Wales, who was recently promoted to the rank of Lieutenant and, it is rumoured, may become Captain in the new Welsh Guards, has been continuing his activities in visiting various parts of the front. On February 12, for instance, we find him inspecting British and Indian cavalry. On the 22nd he was at Béthisy-St. Pierre near Senlis, to thank the inhabitants for tending British wounded,

and to confer decorations. This month he has visited the hospitals at Béthune, taking special interest in some French Territorials wounded at Givenchy and La Bassée. On the occasion here illustrated, he was accompanied by the commander of a French brigade. Sometimes he has had as companion the eldest son of the Marquis de Breteuil, who is an officer-interpreter.—[Photo. by C.N.]